

California to Boost Borderland; Road to Be Kept Good

Arizona State to Aid In Keeping Up the Roadway

California Willing to Stand Half the Expense of Signing it—Association Is Formed to Keep the Road Open all the year and Make it the Best in Country—To Push Its Completion on to Galveston

BY G. A. MARTIN.

As a result of the meeting of the Borderland Route association at Phoenix this week, it is believed that the route between San Francisco and San Diego is going to be put into first class shape immediately and kept that way. There were delegates from practically all the interested points along the road and all enthusiastically pledged themselves to return home and arouse sufficient interest in the road to put it in good shape and keep it that way. Gov. Geo. W. P. Hunt, of Arizona, made a tender of the state good roads truck and 10 convicts for working on the road, providing the different counties will pay the actual expense of feeding the men and keeping the tools in shape.

Los Angeles to Aid. Carl Messey, representing the Automobile club of Southern California, pledged assistance to the road and offered to pay half the cost of signing it from El Paso to Los Angeles, saying that if the work was turned over to the Southern California club, it would make the signs and put them up and would stand half the expense of the work; that Los Angeles was in favor of all transcontinental routes and was particularly interested in the Borderland, because it is a southern route open all the year and because of the fact that it is the artery by which the Texas, New Mexico and Arizona people get to Los Angeles. He offered the assistance of the club's road engineer for any work the Borderland people might want him to do.

To Be Kept Together. The idea of the meeting, as stated by Joseph Gray, of Blythe, originator of the plan for forming the association, was to have a general head for boosting the road and improving it, and to keep the different communities interested. A vice president was named for each city through which the road passes and it is the duty of that vice president to form an organization at home and to have a general head for boosting the road and improving it, and to keep the different communities interested. A vice president was named for each city through which the road passes and it is the duty of that vice president to form an organization at home and to have a general head for boosting the road and improving it, and to keep the different communities interested.

Hunt Is Interested. The proposition of Gov. Hunt to keep the Arizona end of the road in condition has been made to the various county boards of supervisors and state engineers. Lamar Cobb is following it up with personal letters to the different supervisors, while the various vice presidents of the association will also take it up on arrival at home and urge its acceptance, as it will only cost the different counties about \$18 a mile a year for keeping the road worked. The matter is to be taken up with Gov. W. C. McDonald, of New Mexico, also, with a view to having the state of New Mexico cooperate on the New Mexico end of the road, although there is not as much work necessary in New Mexico as in Arizona to keep the road in shape. The most of the work needed in New Mexico is from the foot of the Canutillo hill to a point a couple of miles west of Llaneta. Occasional spots need attention at other points, but it would not be necessary to keep a large crew of men at work all the time. Three or four men going over

Crippled Cars to Limp In All This Week

Ferguson Maps Southern Route Is Originator and Chief Booster

ties out of their county road funds. Each county paying only for the number of days that the truck and crew are engaged on the road within its boundaries.

Cost Not Heavy. "The expense of operating the truck with a force of 10 prisoners with two paid employees, a foreman and mechanic, would be about \$30 per day. The truck, all small tools and a road drag will be furnished by the state without cost to the counties.

"Along the Borderland route the mileage in the various counties of state highway and county road, with estimated cost for each county for maintenance under the proposed plan is shown in the following table:

County	Mileage of State Highway	Mileage of County Road	Estimated cost per month	Estimated cost per year
Yuma	0	110	\$165	\$1980
Maricopa	18	114	\$230	\$2760
Pinal	75	9	\$112	\$1344
Pima	29	51	\$80	\$960
Cochise	11	125	\$202	\$2424
Total	144	386	\$794	\$9528

Over Road Every 60 days.

"In making this estimate we have figured on the crew going over the entire length of the road once every two months, which means that they will have to average 10 miles per day. The truck has a speed of more than 12 miles per hour. It is only by making a trial can we determine what length of time will be necessary to go over this entire line making necessary and at the same time economical repairs. We believe that this scheme is feasible and the most economical one to keep this road in fairly good shape the year around. To put it in operation it will be necessary for all the counties along this route to enter into the arrangement.

"Please take this under consideration and let me know at the earliest date possible if it meets with your approval.

"Yours very truly,
"Lamar Cobb, State Engineer."

MOTORCYCLE NOTES

Among the 12,000 inhabitants of Chihuahua, Mexico, there are seventy-five motorcycle riders. The machines are used for practical purposes as well as for pleasure. The Chihuahua Daily Times uses a motorcycle for rushing proofs from the newspaper office to advertisers.

Miss Elsie Watson, of L. A. (St. Andrews) has just completed a 2000 mile motorcycle trip through South Africa. Miss Watson had several exciting experiences on her journey. She met Mrs. Sutton, the daughter of general Cronie, and the first woman cyclist of Africa, while on her travels.

Fred Karl, of Canal Dover, O., has ridden a twin cylinder motorcycle practically 40,000 miles since 1911. The only mechanical expense he has incurred has been \$1.50 for two intake valves. His average cost per mile has been \$0.00027.

William Davis and Lee Shiffour recently made a 1000 mile trip on motorcycles from Ambler, Pa., to Buffalo, N. Y.

Karl Englehard, of the Bourne & Bond Co., Louisville sporting goods dealers, and Fred Keller, a contractor,

L. FERGUSON and family, of Duxbury, Mass., arrived in El Paso Thursday in a seven passenger Reo touring car, which he left at the Cleveland Square garage.

Ferguson came from the west, having been on the Pacific coast and is making a tour to his home in the east over the "All Southern Automobile route," which he commenced to lay out in 1910, and he is considered one of the leading pathfinders of the United States. The all southern route goes from Los Angeles through Yuma, Douglas, El Paso, Alpine, Fort Stockton, San Antonio, Houston and Orange, Texas, and then through New Orleans, Mobile, Montgomery and Atlanta. Ferguson is being financed in the laying out of his route by a number of daily newspapers of the south. After passing Atlanta, Ga., the route goes up the Atlantic coast to Boston. This route is considered the all year family tourist route and it is claimed will undoubtedly be the great favor with the eastern automobile touring enthusiast. Ferguson left for the east in his car Thursday night.

Dr. W. R. Jamieson has purchased a five passenger Cole "40" from the Longwell Automobile company.

The International Automobile company sold a 1914 Buick Friday to A. S. McCamant, of Corona, N. M.

John May, of Las Cruces, N. M., purchased a Hudson "5" from the International Auto company.

A carload of Hudsons are in the T. & P. yards, a carload of Buicks are just arrived from the factory consigned to the Richardson Motor company. All of the cars comprising this shipment have the left hand drives and center control and the Studebaker company has made the announcement that in the future all cars turned out by the factory will possess electric self starters and electric lights.

are taking a jaunt on motorcycles from Niagara Falls to New York city.

Russel Templeton, farmer of Boone county, Ind., has used his motorcycle for the past two years to drive a big ten gallon churn for making butter. In addition he rides it every day.

George T. Ralston, of Butler, O., and Miss Lora F. Dunham, of Wildwood, Pa., rode up to the paragon of Rev. J. Earle Edwards, of Greenville, O., recently, were quietly married, and rode away again on their honeymoon.

Four motorcycleists of Freeport, Ill., Fred Armbruster, James Hough, Joseph Slaker and William Cornell, are riding to Denver. The expert to ride their two wheelers to the top of Pike's Peak.

The Birmingham, Ala., police department has doubled its motorcycle force.

George B. Lovelace, a mail carrier of Thornton, Ind., who has been riding a motorcycle on a thirty-three mile route for the past three years, says his entire upkeep expenses, including repairs, oil and gasoline, does not exceed 26 cents a day.

It is said that California is ahead of any other state in the commercial use of motorcycles in proportion to its population.

Hunting Jack rabbits by motorcycle is a sport enjoyed by Hobart, Okla., riders.

E. A. Phelps, of Colorado Springs, has broken all previous motorcycle records for the ascent of Pike's Peak, having made the trip in three hours and six minutes.

Martin Hansen, of the firm of Hansen and Dolder, of St. Charles, Minn., is on a motorcycle trip to the coast. He will visit Yellowstone National park enroute.

Racers Coming Back From the Grind to Phoenix Fair

Cadillac Is Expected First and the Bearcat Will Come Close Behind—Rand Is Bringing Home a New Car and a Reputation as a "Real Sport," New Simplex Is Bought for Donald Gillies—New Wheels for Buick Machine.

BY G. A. MARTIN.

FOR several days this week crippled racing cars will be limping into El Paso, returning from the El Paso-Phoenix race.

Those that went through and those that did not will be arriving every day. The first car should come in Sunday, when C. P. Henry and Roy Hagerman will arrive in their Cadillac with a couple of badly scarred faces as a result of an accident near Deming, when the car skidded and they went into a barbed wire fence.

Johnny Johnson will also arrive Sunday evening in the Bearcat Stutz if he has no misfortune. The car reached Phoenix with a broken frame, but this was repaired and A. E. Rymer, the owner, paid a \$61 garage and repair bill and sent it on its way Saturday morning.

Eddie Steffes, the driver of Nick Depper's Mercer, should come limping in some time early in the week. He never got further than Mesquite, when he broke the frame in two and had to go back to Tombstone and have the car repaired.

Bringing New Car. Jed Newkirk and Ray Hartell will arrive early in the week with the Simplex that won the first money in the El Paso race. They will also bring in a new \$3000 Simplex which Mr. Newkirk bought in Phoenix for his emergency car.

W. J. Rand will get in some time during the week with his Simplex "50," which he bought from J. C. Adams last week while in Phoenix. The car makes 60 miles an hour and has traveled to Chicago and Seattle and its metal has been tried. Mr. Rand will be accompanied by his son, Clarence, to Lordsburg, where Clarence will pick up the "40," which Mr. Rand entered in the race and which was wrecked by Billy Adolph. Mr. Rand ordered it repaired by wire the same day it was wrecked.

Hand a Real Sport. "A genuine sport" is the name the El Pasoans have all given Rand for his conduct after his car was wrecked. He immediately took a man out from El Paso to bring Adolph to this city and sent a wire back from Lordsburg to Dr. Herbert Stevenson to meet Adolph and see that he got the best of care. Then, after this had been handled to his liking, he returned to El Paso and as he settled down in the observation car, he said: "The only thing I regret is that Billy lost the race. He wanted to win badly, and now he is laid up in the hospital." There was never a thought apparently of Rand or the wrecked car; it was all of the disappointed, injured driver.

New Wheels for Buick. Johnny Hutchings will get in Tuesday or Wednesday with the Strickland & Church Buick. He has to stay in Phoenix until he can get two new wheels. These will be taken out to the car near Florence, where he had to abandon the car, and repairs will be made. After breaking his rear axle between Empire ranch and Tucson, Mr. Hutchings made repairs and drove to within 60 miles of the goal, when the car slipped into a sandbank and tore the two front wheels off. Then he had to give it up. The rear axle was broken in a peculiar manner. Mr. Hutchings applied the brake and it stuck so tight that it locked the wheels. The powerful engine kept turning and the result was that the axle was torn out. New ones were carried for just such an emergency and a replacement was made at once, and there was still a chance for the car to have won had it not been for the skid in the sandbank.

The Cadillac Accident. This was only one of the peculiar things that happened in the race that show that fate is the strangest thing in the world. E. R. Pirtle's Cadillac was leading all of them when the accident put it out of the money. "See this!" it cost me over \$2000," Mr. Pirtle is telling his friends as he exhibits a little broken druidcock from the bottom of his radiator. In running somewhere between Empire and Tucson, the driver, P. S. Durack, remem-

bered that a rock flew up and struck the front of the car, but he paid out little attention to it. When he reached the Tucson control, he jumped out, poured a bucket of water into the radiator and went on. Out towards Florence, the car gave two coughs and stopped. He got out and found it "frozen" up; the engine would not budge. He examined the radiator and there was not a drop of water. The engine had got so hot that the pistons had expanded and refused to work.

The Cause of the Stop. Further examination showed the drain cock broken off. It was found in the dust pan under the car. The rock that struck the front of the car had done it and the water had all leaked out. The water he put in at Tucson had run out soon after being put in, of course, hence the car was without a cooling system except the air that struck the engine as the machine raced along the road. Mr. Durack was out on the desert with no water and a hot car, but racing drivers must get used to that. He found a mesquite bush, made a plug from a limb, drove it into the bottom of the radiator where the drain cock had been, poured in what lubricating oil he had on hand and, as soon as the car had cooled sufficiently to be started, resumed the race, using lubricating oil instead of water to cool the engine for the rest of the distance, some 75 miles. He had lost over an hour, however, and was not in on any of the money.

Sympathy for Losers. Much sympathy has been expressed among the El Paso fans for Tony Woods, who was wrecked at Lordsburg, when he turned over at Lordsburg the first day out, and he had a splendid chance to win the race. As his car was in fine shape, he had spent much time putting it into condition and is a careful driver.

Demonstrated Little. The race demonstrated very little of the money. Many had expected light cars to finish first; others had said the heavy cars would finish first. They finished about even in some of the Phoenix track events and the El Pasoans expected him to make a good showing for El Paso.

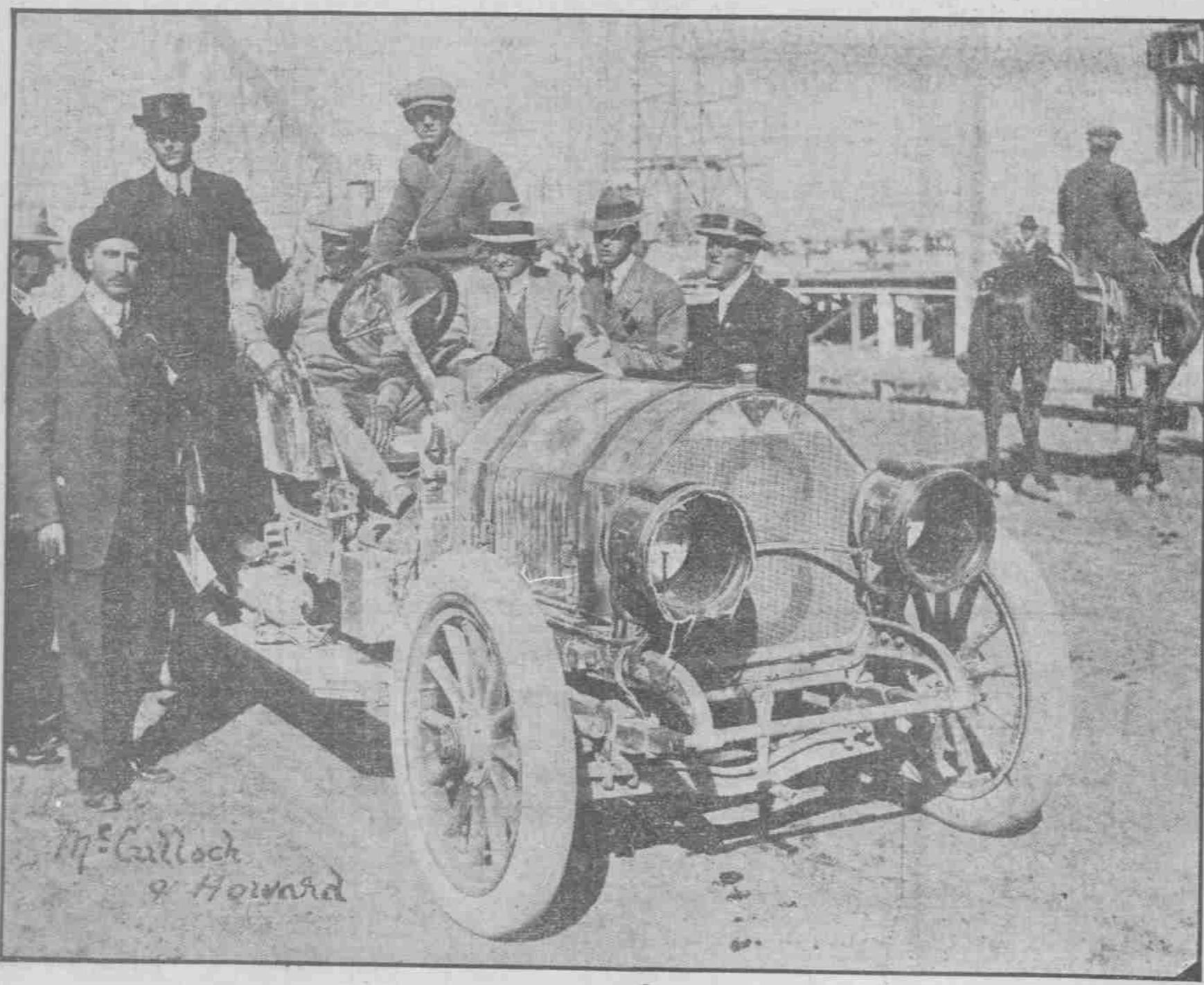
The fact that a Ford finished in both the races—Los Angeles and El Paso—caused much favorable comment for these little cars. Both went through, passing some much larger cars that were disabled and finishing in condition good enough to enable them to enter the track events at Phoenix on Thursday.

El Paso Finishes More Cars. Eleven El Paso cars out of 13 entries finished at Phoenix, while but seven Los Angeles cars finished out of 23 starters. Barney Oldfield, the "daredevil," failed to finish first in the

(Continued on Page Five, Column 1.)

Simplex, Winner of El Paso Race to Phoenix, Finishing at Arizona Fair

(Cut, Courtesy Arizona Republican.)





We Come When You CALL!



By the time you are turning away from your phone, we're on the way. You'll never be annoyed by delays when you call Longwell's.

For business or pleasure use one of our cars.

Taxis, Limousines and Touring Cars in charge of the most careful drivers.

Our Auto Trucks are always available and they are there when you want them.

LONGWELL'S TRANSFER

116-118 San Francisco St. Phone No. 1

Auto Garage in Connection.

J. J. LONGWELL, Prop.



SNAPSHOT of Donald B. Gillies' Chihuahua Simplex, as it finished before the Phoenix grandstand. Driving the car is "Jed" Newkirk, who piloted it to victory. Seated beside him is George Purdy Bullard, chairman of automobile events for the Phoenix fair. Standing on the left is Robert H. Rinehart, chairman of the El Paso racing committee; standing on the right in the picture is G. A. Martin, secretary of the El Paso racing committee; on the right of the car in the picture are Clarence Rand and Nic Depper, of El Paso.